

DEVELOPMENT ADVISORY COMMITTEE MINUTES

The Development Advisory Committee (DAC) met on Wednesday, April 02, 2014 at 9:00 a.m. in the County Council Chambers, 212 South Bond Street, Bel Air, Maryland. The meeting was chaired by Moe Davenport, Department of Planning and Zoning.

The following members were in attendance:

Julie Mackert	Health Department
Robin Wales	Department of Emergency Services
Bill Snyder	Harford County Fire/EMS
Mike Rist	DPW Engineering
Patrick Jones	Soil Conservation District
Eric Vacek	Planning and Zoning
Rich Zeller	State Highway Administration
Mark Logsdon	Sheriff's Office
Darryl Ivins	DPW Water and Sewer
Paul Magness	Parks and Recreation
Ariana Langford	Harford County Board of Education

Also in attendance were:

Amy DiPietro, Morris Ritchie Assoc	Peggy Parr
Paul Muddiman, Morris Ritchie Assoc	Bill Montanary
David Andersen, The Aegis	Gil Jones
David Guzewich	Tim Wick
Duvowel Peaker, Sr.	James Stangle
Greg Baldino	H.E. Shek, Jr.
Abram Sedhom	Fran Mirabelle
John McCadden	Rosemary Mirabelle
Larry Williams	James O'Brien
Michael Charlton	John Miller
Joseph F. Snee, Jr.	Paul North
James & Linda Dalmas	Maureen North
Matt Sadowski	Janine Martini
David Hall	Michael Martini
Janet Dawson	Jennifer Duemmel
Mark Tsitlik	Paul Duemmel
Helen Carolyn Lipscomb	Anne Hottle
Patti Corso	Cal Brightman
Nancy Held	Rosetta Brightman
Erik Stuller	Irma Maged
Greg Vacek	Fran Salbeck
Rick Goetz	Hazel Morgan
Pam Lanza	Carl Peters
Mike Rosso	Sandra Peters
Byron Hawley	Heather Scurti
Jennifer Wohlfort	William Onorato

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Lou Estrada
Steven Gercken
Jolene Gercken
Ian Berkley
Brittany Berkley
Karen Berkley
Bob Ichniowski
Tom McNamee
Linda Sundquist
Gina Mallory
Carole Bowen
Deborah Pasco
Susan Osborn
Jeanne Colburn
Darlene Riley
Linda Corea
Anne Brown
Elizabeth M. Pearce
Nancy & Don Burlin
Laurie Smith
Dan O'Neill
Kim Evans
Mike Clinton

Greg Marcinkiewicz
Paul Zilka
Todd Frederick
Melanie Frederick
Diana Klug
Heather Lamont
Sue Shea
Peter Silton
John & Sue Mogavero
Ed & Carol Mallon
Scott & Allison Panowitz
Norm Maged
William D. Roller
Deborah J. Anderson
Christopher McGovern
Karen McGovern
Gregory Welsh
MaryLynn Bezek
Brian McGarry
Paul & Debra Corsi
Mary Lou Bertazon
Bob Rucier
Kathy Walsh

Moe Davenport, of the Department of Planning and Zoning, welcomed everyone to the meeting. He explained there are three plans on the agenda. Mr. Davenport explained that a brief presentation will be given by the consultant for the project. The DAC members will give their comments on the project. The meeting will then be opened up for anyone in attendance that may have questions or comments. If anyone has questions that are not answered, there are information request forms that can be filled out and submitted to the Department of Planning and Zoning and they will be responded to in writing. There is an attendance sheet circulating for everyone to sign. If a correct address is given, a copy of the minutes will be mailed or e-mailed. The minutes will also be published to the Department of Planning and Zoning's website.

YOUTH'S BENEFIT ELEMENTARY SCHOOL

Located on the north side of Fallston Road (Route 152); east of Pleasantville Road. Tax Map 47; Parcel 228. Third Election District. Council District B. Planner Shane.

Plan No.	S14-017	Construct Youth's Benefit Elementary School; 25.70 acres; AG.
Received	02-26-14	Harford County Board of Education/Site Resources, Inc.

Fritz Behlen of Site Resources presented the plan for the redevelopment of the site. The existing school complex is made up of several buildings. The structures date back to 1953. There have been numerous improvements and additions over the years. The proposal is to replace the current school facility with one complex which will be a multi-story building. Initially, there will be a two story addition built between two current buildings. Once complete, the front portion of

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the school will be built. The second story of the first phase of the project continues to the front portion of the site which is along Route 152. One story will be visible from the front and two stories behind. There will be parking at the front as well as a parent drop-off area. Two adjacent buildings will house the water system and the mechanical system. There will be a new septic system installed with a pretreatment facility in accordance with the current state regulation. Stormwater management will be brought up to date. With these improvements, some recreational space will be lost onsite. There are proposed improvements to the adjacent Parks and Rec space to the east of the site. New age appropriate playgrounds will be installed on the site. Ball fields will be improved and extended. There are 191 proposed parking spaces with overflow parking being provided at the bus lot for evening and off hours.

Emergency Services – Robin Wales

No comment.

Volunteer Fire and E.M.S. – Bill Snyder

The current building's Knox Box will need to be transferred to the new building. Please contact the Fallston Fire Department. The parking area close to the fire suppression building shall not allow parking to impede the area as fire access is vital. Fire department access to the fire suppression connection shall be guarded by parking barriers. It is recommended that there be a marked emergency access to the playing fields. This area shall remain clear from citizen parking.

Harford Soil Conservation District – Patrick Jones

Concept stormwater management plans have been submitted and reviewed.

An adequate sediment and erosion control plan needs to be approved before a grading permit can be issued. The sediment and erosion control plan must be integrated with the SWM strategy at the design phase. The new 2011 Maryland Standard and Specifications for Soil Erosion and Sediment Control must be utilized.

An NOI permit is required from MDE when a project disturbs more than 1 acre. Please contact MDE about the NOI permit process.

Health Department – Julie Mackert

The Harford County Health Department has reviewed and approved the site plan. Prior to the issuance of the building permit application, the following requirements must be met:

A Ground Water Discharge Permit (GWDP) must be approved and issued by Maryland Department of the Environment (MDE).

Drainfield configuration must be reviewed and approved jointly by MDE and the Health Department.

Prior to installation of the temporary holding tanks, a licensed drain layer or plumber must apply for an on-site Sewage Disposal Permit to install the tanks. A copy of a sewage pumping contract must be submitted when application is made.

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If any of the tenants will create air pollution, produce emissions or, if a boiler is to be used that will create emissions greater than 1,000,000 BTU's, a permit must be secured from the Maryland Department of the Environment's Air and Radiation Management Administration (ARMA).

Any commercial property involved in the sale, warehousing, production or distribution of food items must submit plans to the Health Department, Consumer Protection Division, for approval. Please contact Lisa Kalama at 410-877-2332 with any questions.

Prior to the issuance of the Use and Occupancy Permit, the following requirements must be met:

A detailed design of the on-site sewage disposal system must be drawn by an engineer and must be submitted to the Health Department.

The on-site Sewage Disposal System (OSDS) must be installed and inspected by the Health Department. An OSDS permit must be applied for by a licensed drain layer or plumber to install the system. The temporary holding tanks must be removed and the old OSDS must be properly abandoned.

The water supply must be tested for nitrates and bacteria. A copy of the results must be submitted to the Health Department.

This project has been identified as a non-transient, non-community water supply. Institutions that fall under this category are required by MDE to sample the water supply regularly. Please contact Mr. Chris Carski, MDE, at 410-537-3706 for information.

The food service area must be inspected and approved by the Health Department's Consumer Protection Division.

It is understood that this project will be constructed in phases. Any structures that are scheduled to be removed must have demolition permits secured with Planning and Zoning.

DPW Engineering – Mike Rist

A sediment control plan and a grading permit will be required for the development of this site. Sediment controls are to be designed to the specifications as set forth in the Maryland Standards for Erosion and Sediment Control, latest edition.

Stormwater management must be provided in accordance with the 2000 Design Manual, as amended by Supplement 1.

A stormwater management concept plan has been submitted for review and approved. Comments must be addressed on subsequent stormwater plan submittals.

The final stormwater management plan shall be approved prior to the issuance of a grading permit. A stormwater management permit is required prior to the issuance of a building permit.

Maintenance of the stormwater management facility (facilities) is (are) the responsibility of the lot owner(s).

All pavement striping and traffic control signs shall conform to the Manual on Uniform Traffic Control Devices and State Highway Administration Supplement.

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Sheriff's Office – Mark Logsdon

No comment.

Board of Education – Ariana Langford

No comment.

Parks and Recreation – Paul Magness

No comment.

State Highway Administration – Rich Zeller

SHA has determined the existing entrances are adequate.

Department of Planning and Zoning – Shane Grimm

A 40-foot side yard setback is required for institutional uses in the AG/Agricultural district. The proposed building and accessory buildings are located within the required setback. The site plan shall be revised to comply with the required setbacks.

A Type 'E' buffer is required along the western property boundary shared with the Lands of Charles Neighbors limited partnership. A revised landscaping plan shall be submitted to address the buffer yard requirement. In addition, a 50-foot use setback is also required along the same property line.

There is an existing well located behind the proposed building. An increase of impervious surface within 100 feet of the well is proposed, which is not permitted. The site plan shall be revised to address the requirements of the WSPD section of the Code for non-transient, non-community water systems.

Comments were invited from the public.

Carole Bowen asked about the cost of the septic system given the recent new regulations.

Ms. Mackert responded that the Health Department is only involved with the enforceable regulations, not the cost.

Mr. Behlen added that the costs are higher than the traditional septic field. This is a traditional, gravity system. However, the real costs are in the pretreatment facility. He did not know the specific amount. He added that the discharge from the facility was expected to be very clean.

EVA MAR - CONCEPT

Located on the east side of North Fountain Green Road (Route 543); north of Amyclae Drive. Tax Map 41; Parcel 131. Third Election District. Council District E. Planner Eric.

Plan No. C14-004-2 Continuing Care Retirement Community & 144 residential lots; 152.574 acres; R1.

Received 02-26-14 Eugene & John Probst Trustees/Elm Street Development/Presbyterian Home of Maryland, Inc./Morris & Ritchie Associates, Inc.

Amy DiPietro of Morris & Ritchie Associates presented the concept plan. She was accompanied by Sue Shea of Presbyterian Homes of Maryland, Michael Charlton of Elm Street Development, Joe Snee, legal counsel and Paul Muddiman, Vice President of MRA. Two community input meetings were held for the project; January 6, 2014 and February 24, 2014. They were well attended. In addition, the design team has had numerous meetings with the surrounding communities.

The Eva Mar farm is located along MD 543 and about one quarter mile west of the intersection with MD 22. The property includes about 152 acres and is zoned R1. The neighboring communities include Amyclae East, Tudor Manor, Fox Chase, Wagner Farms and Amyclae Estates. The southern portion of the site is predominantly open and was previously farmed. The northern portion of the site forested. There are two existing wetland systems that drain to Bynum Run. There are two existing road stubs to Falstaff and Cloverfield. Elm Street Development has the entire property under contract and Presbyterian Homes has 47 acres under contract from Elm Street to create a continuing care retirement community, also known as CCRC. It is indicated as Parcel One on the plan. Proposed road networks were shown on the plan and the main entrance to MD 543 is proposed directly across from Sparta Court. Parcel one is near the southern portion of the site. The CCRC is proposed to include 514 units. The main campus will be on a 29 acre portion and the lower density portion will be 5.75 acres. The onsite roads and utilities of the CCRC will be privately maintained by PHM. There are 29.5 acres of open space proposed and 2 acres of active open space.

Parcel two is 105 acres in size. It has 31.66 acres of natural resource district. The plan proposes 144 single family lots as conventional development with an NRD adjustment for the R2 zone. It will be developed in three segments; a 19, 22 and 17 acre portion. The permitted density for this portion of the project is 189 lots. The plan proposes 58.15 acres of open space. The site will have public water and sewer. Water connections will be made in Falstaff, Cloverfield and MD 543. The connection to public sewer will be made in MD 543. PHM and Elm Street will be sharing the cost for the extension of the utilities.

Emergency Services - Robin Wales

The roads or private roads must be named and checked with Emergency Services so duplication does not take place. The buildings and lots will be addressed when the road names are in place with the preliminary plan.

Volunteer Fire and E.M.S. – Bill Snyder

There are no comments at this time, however, as the process proceeds; a meeting is requested with the Fire Department Chief.

Harford Soil Conservation District (SCD) – Patrick Jones

An adequate sediment and erosion control plan needs to be approved before a grading permit can be issued. The sediment and erosion control plan must be integrated with the SWM strategy at the design phase. The new 2011 Maryland Standard and Specifications for Soil Erosion and Sediment Control must be utilized.

If any proposed Storm Water Management Facility meets the Small Pond Standard (practice 378), the pond design will have to be approved by the Harford SCD. Also, the pond design must be approved prior to the sediment control plan being signed. Outfall location will be reviewed during design reviews and must safely convey over steep slopes.

The existing onsite pond should be inspected to ensure pond safety prior to exchanging ownership.

An NOI permit is required from MDE when a project disturbs more than 1 acre. Please contact MDE about the NOI permit process.

Health Department – Julie Mackert

The Health Department (HCHD) has extended its approval for the plan. The site will be serviced by public water and sewer.

A print must be submitted to the Health Department indicating the location of all wells and on-site disposal systems.

Buildings to be razed will require a demolition permit that is secured through the Department of Planning and Zoning. All aspects of the demolition work must be reviewed, approved and completed to the satisfaction of the Health Department. This includes, but is not limited to, the abandonment of any wells and septic systems, asbestos, underground storage tanks, hazardous materials, solid wastes, etc. and the forwarding of any documentation concerning the demolition work. Please contact Mr. Joe DeLizia, Air/Waste Division, at 410-877-2335 with any questions.

The owner/developer is reminded that during the development of this project when soil moisture conditions are low, measures must be implemented to prevent the generation of dust until a permanent vegetative cover is established and all paving is completed.

The owner/applicant must contact the Maryland Department of Health and Mental Hygiene (DHMH), Office of Health Care Quality for long term care at 410-402-8200 and assisted living at 410-402-8217 for licensing requirements.

The applicant needs to contact Lisa Kalama, Division of Food Control at 410-877-2332, concerning HCHD requirements for the food service facilities for this project.

Additional comments will be forthcoming upon review of the preliminary plan.

The final plat must bear the standard owner's statement and the master plan conformance statement.

Water and Sewer – Darryl Ivins

The preliminary plan for this project shall show all of the offsite water and/or sewer improvements that will be required. Provide another sheet if necessary.

The water system shall connect to the existing mains in the three locations shown on the concept plan drawing.

The contract numbers for this project are 9794 for water and 9795 for sewer. The numbers shall be placed on the utility construction drawings before their initial submittal to the County for review.

DPW – Engineering – Mike Rist

A sediment control plan and a grading permit will be required for the development of this site. Sediment controls are to be designed to the specifications as set forth in the Maryland Standards for Erosion and Sediment Control, latest edition.

Stormwater management must be provided in accordance with the 2000 Design Manual, as amended by Supplement 1.

A stormwater management concept plan must be submitted for review prior to or concurrent with the preliminary plan submission.

The final stormwater management plan shall be approved prior to the issuance of a grading permit. A stormwater management permit is required prior to the issuance of a building permit.

Maintenance of the stormwater management facility (facilities) is (are) the responsibility of the lot owner(s) and shall be stipulated in the association documents.

Road plans will need to be approved and a Public Works Agreement will need to be executed prior to the issuance of building permits for the site.

It is recommended that a sidewalk or pedestrian path be provided along the frontage of MD Route 543.

Sheriff's Office – Mark Logsdon

At a later date, the Sheriff's Office will address the building markings and numbering for first responders.

Board of Education – Ariana Langford

The attendance areas for this development are Hickory Elementary, Southampton Middle and C. Milton Wright High School.

Parks and Recreation – Paul Magness

The Continuing Care Retirement Community will be located on a total of 35.05 acres on Parcel One. The Retirement Community is designed for 514 total living units at full build out, including 500 apartments. The open space requirement for Parcel One is 33% of the land acreage with 2 acres of active open space. Parcel 2 has no open space requirement. Approximately 39.88 acres of the two parcels is located in a Natural Resource District. The plan proposes 29.5 acres of

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open space (60%) and 2 acres of active open space on Parcel 1, as well as, 58.15 acres of open space on Parcel 2. Future plans must identify the location, acreage and amenities of the active open space area(s) on Parcel 1. No active open space may be located in the Natural Resource District.

State Highway Administration – Rich Zeller

An access permit will be required from the Access Management Division (AMD) for the proposed public street connection on MD 543. The SHA requests the opportunity to review a traffic impact study to determine the traffic impacts of this development at the proposed access on MD 543 and on the surrounding road network. Six copies are required for review.

Department of Planning and Zoning – Eric Vacek

The proposed site is zoned R-1 (Urban Residential) and totals 152.57 +/- acres. This plan proposes a Continuing Care Retirement Community (CCRC) utilizing the design standards set forth in the Harford County Development Regulations. The plan further proposes to create a total of 144 single family dwelling units which shall be developed utilizing conventional standards with a natural resource district adjustment.

A Forest Stand Delineation (FSD14-004-1) has been reviewed by the Department of Planning and Zoning. A Forest Conservation Plan (FCP) submission shall be required prior to preliminary plan approval. The applicant shall include a request for a waiver to disturb any specimen trees identified on the Forest Stand Delineation with the Forest Conservation Plan. Particular attention shall be provided to save specimen tree 4J (58" Black Cherry) located on the CCRC parcel.

The Department of Planning and Zoning shall require the proposed stream crossing west of Cloverfield Court be relocated to avoid a significant concentration of specimen trees that are delineated on the Forest Stand Delineation.

The Department of Planning and Zoning is requesting that a pedestrian/bicycle connection on the east corner of the property adjacent to Amyclae Drive be provided.

A Landscaping and Recreation plan shall be submitted to the Department of Planning and Zoning prior to preliminary plan approval. The landscaping plan shall clearly detail all areas of open space, including the proposed trail connection construction methods and proposed phasing.

Sidewalks shall be constructed along all road frontages, including proposed cul-de-sacs. All proposed trails shall be paved or constructed using compacted crushed stone. Design specifications shall be provided on the Landscaping Plan.

Pedestrian access to proposed open space areas shall be provided with proposed walking trails in conjunction with public right-of-ways. This shall be clearly delineated on the preliminary plan. The location of the access area(s) shall be provided to future home owners.

There are minor tributaries, wetlands and a farm pond located on the proposed site. Individual streams shall receive a 75' buffer. A 75' buffer is required from the edge of each identified non-tidal wetland and pond.

Natural Resource District areas may not be located on the proposed urban residential lots. No forest clearing is permitted within the NRD or associated buffers at any time for actual home

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construction. Forest Retention areas may not be located on any of the proposed lots that are less than 20,000 square feet in size.

A Homeowner's Association (HOA) must be established for the ownership and maintenance of the storm-water management facilities and the areas of open space.

A Traffic Impact Analysis (TIA) shall be required prior to preliminary plan submission.

Comments were invited from the public.

Jeanne Colburn, a resident of Forest Hill, noted that Harford County does not have a CCRC at present. She really would like to see one in the community.

Bill Montanary, 1801 Falstaff, is the first house on the right exiting the proposed development on Falstaff. He asked the committee to take the traffic flow under extreme consideration. He did some research on taxes paid over the last 25 years in his neighborhood. It totaled about 22.65 million in taxes. He forecasted another 20.6 million for the next 20-25 years, in today's dollar value. It did not include any of the other surrounding neighborhoods.

Byron Hawley, Tudor Manor, had provided general comments to Mr. Gutwald and other members of the DAC Committee beforehand.

Mr. Davenport confirmed the comments were received and are a part of the file for record.

Mr. Hawley had concerns about forestry, stormwater management, wildlife, soil conservation and Department of Natural Resources. He asked for a deep buffer for the property along Shakespeare Drive and Falstaff. The lots along Shakespeare Drive were premium lots and had higher initial costs upon purchase because of the specimen trees. Those trees are right at the property line. He was concerned that construction activities, along with grading and clearing, would endanger the trees. He asked for a protective zone to ensure safety of the trees. The trees not only add to the property value but also provide a benefit for stormwater retention. The activities on the Eva Mar project are going to impact the properties, woodlands, non-tidal wetlands and stormwater management along Shakespeare. The century old woods also provide windbreak as well as a natural habitat corridor. There are large raptors throughout the community, including the Northern Goshawk which is an endangered species. It needs large tracts of mature woodlands. A two inch sapling placed in front of those trees isn't going retain them. The trees may become unstable due to construction and fall causing property damage. He noted current standards require between 100 and 200 feet of buffer zone.

Mr. Hawley also noted his concerns for traffic, transportation and fire and EMS. He noted the absence of traffic calming devices. He suggested perhaps traffic islands, turning circles, etc. It is a critical aspect. There are students that walk along there. The high school uses the neighborhood as well for physical education classes and track practice. There needs to be some means of slowing the traffic coming from Eva Mar. He also asked about the impact to the County infrastructure, services, roads, schools and water and electric supply.

Timothy Wick, 1709 Shakespeare Drive, expressed concern about putting this major commercial enterprise on a beautiful farm right in the midst of all the communities. He projected 144 houses and 504 apartments from the CCRC, plus 70-90 service personnel, would attribute to about 878 vehicles that will travel the property off of Route 543 which already heavily congested.

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He felt that the exit routes proposed at Falstaff and Cloverfield would only serve to route the overflow into their communities where there are students, people are walking and kids playing in the street. He encouraged the committee to read the previous emails sent by Mr. Holly and Mr. Onorato. He said many more details were included in the emails. He also noted that he works off of Route 543 as a driver and has to come out onto 543 every day. It is a mess, especially during morning and evening traffic. He could not imagine 878 more vehicles being added to the current situation without the expansion of Route 543. He was glad to hear the comment that sidewalks were proposed along Route 543. He sees kids coming from school and walking along the narrow shoulder. He was amazed that no one had been hit to date. Mr. Wick added that he understood the zoning code is supposed to encourage an orderly development and appropriate use of the land throughout the County. He felt the Eva Mar project dangerously impacts an already determined problem along Route 543, Prospect Mill and Route 22.

Greg Baldino, lives in Fox Chase, and challenged the committee to carefully review the Route 543 and 22 interchange. He felt the problem at this intersection should have been brought before the County Council and the DAC Committee prior to now. It is huge concern no matter what the project. He encourages the kids to find driving routes which avoid Route 543. It is very difficult to turn out of Amyclae. He felt the County had been negligent for at 10-15 years in addressing the traffic problems along Route 543.

Greg Marcinkiewicz, 1104 Amyclae Drive, said he although he was in favor of development in general, he was opposed to development which suited the developer and not the County and neighboring areas. He was not totally against the CCRC but he was afraid of the size of the development. The 144 homes and the 700+ people in the CCRC totals about 1,500 total people, including maintenance, nursing and administrative staff and 3.4 people per single family home. He thanked members of the committee that had responded to some of his questions/emails and looked forward to meeting with them further to discuss water and sewer issues. He noted the schools in the area were within a three mile radius of the site and stated that in accordance with the Maryland State Highway Department accident reports, the two highest accident prone age groups are teenagers and the elderly. This development puts both of those age groups within a half mile of each other. He noted how teenage drivers are prone to taking chances and how the elderly begin to lose the ability to drive safely. He felt Route 543 was the busiest road in Bel Air.

Mr. Marcinkiewicz noted that he understood that Hickory Elementary would be at 110% capacity within three years. He asked Ms. Langford if redistricting was possible in the future.

Ms. Langford responded she could provide a response from the school system but was not able to address the question at the time.

Mr. Marcinkiewicz said he was concerned about the school system being overburdened. He concluded by asking that the scope of the CCRC be scaled down so that it was something that the community could handle. He also wanted to see sidewalks down both sides of Route 543 too.

Linda Corea and her husband, Richard, have lived in Churchville for over twenty two years, expressed her favor for the project. She lives and works in the community and is currently looking into retirement. She felt a CCRC would fit their needs. Her children and grandchildren live nearby and she did not want to have to leave them, her church, doctors and friends to find an adequate place to live. She felt the location was a good one. There are traffic problems in

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Churchville as well; she was familiar with them. She liked the nearby access to shops, grocery stores and even the community college that the Eva Mar neighborhood could provide. She felt this project would keep the senior community connected to the community. She stated that more and more people are leaving the county because there is not an adequate housing solution for seniors.

Anne Brown said her mother lived in the Presbyterian Homes CCRC in Longwood, Pennsylvania and she felt it was a wonderful gift to her and her siblings. It has been over 20 years since she entered independent living, moved to assisted living and is now in skilled nursing. She participates in activities, classes and day trips offered to the residents. She enjoys entertainment provided by local schools, churches and outside organizations. Anne said her mother's care is phenomenal. She will turn 104 years in August. Anne wants to be able to provide this same gift to her four sons and their families. She wants the opportunity to move into a place of her choice in Harford County.

Greg Welsh, a resident of Harford County for 27 years, has raised four children in the County and has just recently retired. He and his wife were shocked to find there was no CCRC option in Harford County. In fact, this county is the only one in Maryland that does not have a CCRC. He felt there is a true need for the CCRC. He knew of at least a dozen seniors that have left the county in the last few years due to the lack of a facility. He acknowledged that the developers had worked to reduce the size of the project and make adjustments to the site plan in response to recent criticism. He felt the project was appropriately zoned and said there was truly a need here. He felt it was time to get the project kicked off and running. He asked the committee to advance the project.

Jennifer Wohlfort, lives in Tudor Manor, asked the Board of Education to consider redistricting the Eva Mar project to Prospect Mill. She noted Hickory Elementary, according to the website, is about 65 students over capacity while Prospect Mill is about 30 students under capacity for total enrollment. She was concerned about the students attending C. Milton Wright and having to walk to school. She asked SHA and Public Works to require sidewalks and bike paths along Route 543. She noted that people parking in courts on interior roads could present a problem for buses turning around. She also felt the straight connection at Falstaff was dangerous for the residents of Tudor Manor as well as future residents of Eva Mar. She would like a turn or otherwise added to the connection. Ms. Wohlfort also addressed SHA about the seniors who had spoken in favor of the project. She complimented today's seniors on being active and vibrant in the community but thought that 1,000+ seniors with the potential to be driving was a hazard. She asked that Route 543 mirror the road design of Route 1 between the bypass and Route 22 with two lane traffic in either direction and a turn lane in the center. She would like to see a traffic light at Sparta Court. She noted how important it would be for the response of emergency vehicles.

Chris McGovern, a resident of Tudor Manor, thought that the CCRC was a good idea in general but wanted his neighborhood to remain equal to what it is now. He asked the committee to provide recommendations about the Eva Mar design which would ensure the neighborhoods remain as good as they are now. A particular issue for him was the traffic. The project includes many units and many drivers. Although the traffic study was not available yet, he felt the site will generate a lot of daily trips. He noted that the stub of Falstaff Road was provided back in 1988

which was prior to the special development section of the Zoning Code which allows a CCRC. If the possibility for apartments beside Tudor Manor existed back then, perhaps it would have been designed differently. He noted the subdivision regulations stipulate that the road should be designed in such a way to prevent non-local thru traffic. He wanted to know if the traffic study would show the level of service for a minor intersection, specifically Shakespeare at Falstaff Drive. He did not think the additional traffic was appropriate for the minor residential intersection and roads. He asked SHA and Public Works to add sidewalks along Route 543 and require that the road be widened with turning lanes northbound and southbound into Eva Mar. He also thought Sparta Court would need a turning lane and sidewalk.

Mr. McGovern added that there is a flood plain against Route 543 and there needed to be a significant stormwater management plan. He stressed the need for cooperation between the stormwater plan and road widening plan due to drainage issues. He also asked about the overhead power lines and which agency would comment to the reconfiguration.

Mr. Zeller noted that a development of this size would require turn lanes, both north and south.

Mr. McGovern added that the design should encourage people to exit onto Route 543 and not use Falstaff as a major highway or what would feel like one. He encouraged the committee, engineers and developer to consider the road design shown on Phase 2 of the Elm Street development which proposed a right-left-right configuration instead of a straight thruway which would make the neighborhood unsafe.

Rosemary Mirabelle, a resident of Tudor Manor and a Harford County senior. She stated her belief in family care for the elderly as much as possible. She cared for her mother for nine years. She thought CCRC's were nice and needed for those that do not have family but they are very pricey and come with a complex contract. She questioned what happens when the facility does not sell out but after all the woodlands have been disturbed, the water and sewer facilities impacted and the neighborhoods are disrupted.

Kimberly Evans, a resident of Amyclae on Andreas Drive, agreed that a CCRC was needed in Harford County but questioned a four story building in the middle of a residential area. She said it did not belong there and was not harmonious. Her neighborhood has already become a "cut through" for traffic and she cannot cross over Route 543 when leaving Amyclae. Opening Cloverfield will only allow more traffic the ability to cut through on Andreas Drive. There is already a problem with cars whipping by when children are outside playing. She asked the committee to consider traffic calming devices to make the neighborhoods safe; not just the legal and bare minimum.

Brian McGarry, a resident of Fox Chase, expressed concern about the density of the project in the middle of a residential area. Although the project meets zoning, he did not feel there was much room for common sense. He was also concerned about the traffic and how the committee reviews the traffic studies. He worried the committee would only look at the numbers and "check the box". He did think anyone could appreciate just from numbers what it is like at 7:00 am, 5:00 pm when trying to exit out onto Route 543 from either side and make a left across traffic. He did not like traffic running through the neighborhoods to find alternative exit routes. There have been a number of accidents and fatalities along Route 543 in recent years. He noted Consumer Reports

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2012 stated that teenage drivers are nine times as likely to be involved in a serious or fatal accident; senior citizens over the age of eighty are five times as likely. He noted that adding John Carroll to the list of high schools makes three high schools within a mile radius of the site.

Mr. McGarry asked the committee to make the Route 543 exits safer when the traffic study is considered. He had prior conversations with Ms. DiPietro, Mr. Charlton, Ms. Shea and Mr. Gessner who all expressed the desire to see a traffic light at Sparta Court and Route 543. He thought the project should be delayed or reduced in scale if a safe traffic solution could not be found.

Lou Estrada, a resident of Tudor Manor, agreed that CCRC's served a purpose, but disagreed for the need in Harford County. He discussed the rights of the CCRC versus the rights of the existing neighborhoods to protect what is allowed to be built where and when. He mentioned Bills 13-35, 36 and 37 allowed for taller buildings with no limit to the height of the building. Bill 14-1 passed which appears to be strict on protecting trees but, as he understood it, requires only one signature to approve waivers to mow down trees. He asked the committee for help in protecting the rights of the neighborhoods and the people. He asked that the development be held to the highest standard possible. He asked that the traffic circle which connects Falstaff and Cloverfield be pushed as far towards Route 543 as possible. He did not want it to be a convenient cut through from Wagners Farm to Tudor Manor or vice versa. The traffic leaving the CCRC does not belong through the subdivisions. He proposed the CCRC traffic be forced to go in and out only via Route 543; left turn only coming out and right turn only going in.

Paul North, a resident on Sparta Court, moved here in 1972 when there was no mall. He mentioned the community of Columbia, Maryland as an admirable site and a growth controlled community. He felt it useful to look at Columbia as a model for Harford County. He understood the desire of those who favored a CCRC but felt Eva Mar was the wrong site. He felt it important to look at other areas less densely populated with less traffic. He asked the committee to consider quality of life in addition to all the other safety aspects mentioned earlier.

Larry Williams, a resident of Fox Chase, expressed his concern for the impacts to the infrastructure. He asked the committee to consider common sense as well as the engineering aspects of the project. He stressed the need for safety and worried about future law suits for traffic fatalities along a road which already has known problems.

Anne Hottle, 317 Sparta Court, spoke to the traffic issue and added that Sparta Court consists of 19 homes with 44 vehicles and 18 children. They only have one way out of their street which is onto Route 543. They do not have the luxury of alternative options. She asked the committee to consider her situation upon review of the traffic study.

Peter Siltan, a resident of Tudor Manor, has lived here with his family since 2001. He has been involved in two accidents, both occurred on Route 543 between Route 22 and Route 1. He has also witnessed seven other accidents in that same zone since the first of the year. He has also seen accidents along Prospect Mill. There have been two developments added along Route 543 just north of the high school; both receiving approval from the DAC committee. He expressed his regret. He felt that approval of the Eva Mar project will dwarf what has already been pushed forth

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and thought enough was enough. He has seen high school students walking along Route 543 and worried they would be hit by a car. He did not think this project could go forward cleanly; it is already a problem and has been a problem for a while. This project will only exacerbate the problem. He did not feel the problem was with the CCRC, but instead with the location. The location of the property makes it dangerous.

Mr. Sifton did not feel anyone had addressed the safety issues yet. He recommended Route 155 as an alternate site for the development. He felt this site was poor thinking, a lack of common sense and a lack of responsibility and wanted to see accountability. He noted it was unfortunate that none of the council representatives were present at the meeting; they knew about the meeting and the expected turn out. He attended the first Community Input Meeting and it was standing room only for an excess of 60 people. The second meeting was held at a different venue and was equally as bad. He worried that safety was not on the radar at all.

Pam Lanza, a resident of Tudor Manor, stated that this site is not the right place. There is lots of open land in Harford County and asked why it had to be crammed in to a place that is already crowded. She moved here 21 years ago and thought it was a great, friendly place to raise kids but now feels this project is being pushed for the pocketbooks of the County and not for the citizens.

Bill Onorato, a resident of Tudor Manor along Falstaff, attested that his road is a long, downhill stretch leading up to stub area. He worried it would become a runway for traffic if connected. He likened the project to the story of Jurassic Park. He did not feel that public safety or environmental issues were being considered. He pointed out that there are 129 protected trees and the developer has picked the one spot to go through where the highest concentration set. Cloverfield is being connected through a stand of 40-50" sycamore trees. He stated that just because the project can be built doesn't mean it should be built or that the Zoning Code is right. He questioned the appropriateness of a 514 unit, four story commercial operation on R1 zoned property. Every component of the CCRC required a special exception.

Mr. Onorato questioned if the infrastructure could support rapid growth over such a short period of time in such a small area. He noted the other projects planned for area such as Oak Grove, Ann's Meadows, Sandy Spring, Prospect Green, the extension of the community college network, the construction of the EOC building and the complex planned for Shucks corner. All these projects crammed into a small area will be a disaster. He pointed out the population growth from 2010-2020 in the Churchville/Creswell area was only expected to increase by 1,000 people. The Eva Mar project will add 1,000 people alone. He also mentioned the increase in traffic volume and his concern that traffic will back up into the neighborhoods and people will look for shortcuts using Cloverfield and Falstaff. The road system as shown on the plan did not discourage non-local traffic through the residential neighborhoods.

Mr. Onorato asked if another fire station would be needed for the area; one was planned near here a few years ago. He wondered who would pay for the station.

Mr. Onorato said there is a cherry tree on the property; the third largest in the state. He asked the committee to give the plan a thorough, fair and objective review. He noted that he had submitted prior comments regarding traffic and requested their review.

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Jim O'Brien, a resident of Tudor Manor since 1994, thought that the idea of a CCRC was not necessarily a bad thing. His mother lived in a small, homelike assisted living center in the middle of a residential neighborhood. He felt it fit right in; only had about 40 residents. He thought this project was too large for the area and should be located elsewhere; not squeezed in here. In 1994, the property was zoned R1; there was no CCRC bill. The border of the development envelope then was Route 543. He never expected that a project like this would be proposed next to Tudor Manor. It is a lovely development which has been around for over 20 years. It came as a shock to him that a CCRC was even possible on the neighboring property. He was not happy with the size, density and types of buildings. He could not understand how the County and County Council could allow it. He felt they should be protected by the zoning laws.

Mr. O'Brien added the property is shown as low density now in the Development Envelope. He was concerned that the Development Envelope would just continue to be pushed out further and further. He felt the developers were trying to maximize income by forcing development on small parcels of land and not caring about what gets left behind. He said the project did not belong at Eva Mar and thought the four bills were created to get it to fit. He talked about the former project which was proposed for Aberdeen where three stories was fine, but now it is larger and taller. He thought this would be the tallest building around surrounded by residential homes.

Mr. O'Brien commented about the proposed road system. He did not think it looked complete and wanted a way to keep the traffic from coming through the neighborhoods after a turn out onto Route 543 becomes difficult. He added that putting a traffic light at Sparta Court and at the CCRC would only contribute to back up traffic. He explained how traffic on a normal, non-event Saturday morning already backs up past the shopping center. He was also concerned about the connection at Falstaff coming through the residential street. It was not designed to be a through street and he worried about injury and death.

Mr. O'Brien spoke about the buffer between Tudor Manor and Eva Mar. There are wetlands in the area and small streams in the backyards of his neighbors. He was asking for more of a buffer up to end of Falstaff. He provided the committee with photographs taken within the last week which showed the streams coming from 1737 and 1739 Shakespeare Drive as well as photos of where the streams join. There is also a tree behind 1737 Shakespeare which is over 30". He asked to preserve that tree.

Rose Brightman, a resident of Tudor Manor for 26 years, has other family members living in Tudor Manor as well. While she appreciated that some people supported the CCRC, she did not appreciate it being in her backyard. She asked the committee to make their decisions from the heart, consider if they would want such a project in their backyard and protect the character of the community.

Mr. Onorato added that the field work for the Forest Stand Delineation map was done two years ago. He said that it may have been done during a dry spell and two years growth could make a difference.

Mr. Davenport responded that the County would look at it.

Carole Bowen, a resident of Abingdon, expressed her favor for the project and thought a project like this is needed in Harford County as our population is aging. She stated the land would

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be developed at some point and any project will create more traffic. She said the time has come for this project. She has been selling real estate here for over 40 years and has seen many projects developed with nice houses and become a nice addition to Harford County. She has worked with many seniors who are moving out of the area to find communities like this one.

Carol Mallon, a resident of Southampton, said she was concerned about the congestion this community would bring. It will be a disaster. She is nearing retirement age but would consider other options such as 55 and old communities rather than this location.

Mr. O'Brien added that he is also retired. He thought the CCRC, if the need is determined, should be put in a more appropriate place, such as Churchville or out Route 1.

Mr. Hawley said that this would not be the only CCRC in the county. He noted Avondel and Brightview as other very nice options. They keep seniors very active. His mother in law is there now. He did not believe the CCRC belonged at Eva Mar or that it offered anything unique.

Mr. Marcinkiewicz asked if guardrails could be added along the proposed sidewalks for additional safety.

David Guzewich, Amyclae Estates Homeowners Association, believed Harford County needs the CCRC but the location is the issue. He questioned the process by which the project is being addressed as just another housing development going in when it is more a strategic and public health issue. He thought the County needed to look instead at how policy making decisions are made.

Mr. O'Brien provided a map showing the location of the streams and the tree.

Rick Getz, a resident of Tudor Manor, asked the committee to repeat the comment regarding the sidewalk plan along Route 543.

Mr. Rist responded that DPW made a recommendation to add sidewalks along the frontage of Route 543 but it is a state road.

Mr. Davenport clarified that the County recommends that SHA require sidewalks.

Mr. Getz asked if it would be mandatory.

Mr. Davenport replied that it was outside the purview of the County and is the determination of the State Highway Administration. He added that this was a concept plan and the committee would back after the plan has an approval and the more detailed preliminary plan is submitted. There will again be postings and notifications provided. He said he was available to meet with anyone who had further questions or comments.

Mr. Getz asked when the traffic study would be submitted.

Mr. Davenport said it must be submitted with the preliminary plan or prior to.

Mr. Getz asked if the study happened after school is out for the season.

Mr. Davenport replied the County does not accept counts outside of the school year and there are other timing limitations as well.

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Sandy Peters, a resident of Tudor Manor, has a mother in a CCRC which she drives to visit. She knows one is needed in Harford County but not in the middle of her development for all the reasons previously stated. She thought Darlington or Churchville would be nice locations where there is a lot of land. She worried the project would destroy her property value. She asked how this project could be stopped.

Mr. Davenport explained a CCRC is not permitted in agricultural areas. Harford County has a development envelope which is designed based upon a master plan that was developed in the 1970's. It concentrates development in what is known as the Development Envelope. It is basically Route 24 north and south and out I-95. A CCRC must be inside the envelope with public utilities. The former owner, the Probsts, chose not to develop their property while others chose to develop around them. We are now dealing with that reality. The envelope has not been expanded to any significant degree for 15-20 years. There are still properties within the envelope that need to be developed before expansion of the growth envelope is even considered. Therefore, development is coming onto those pieces that are now left.

Mr. Davenport added that the committee is a technical advisory committee. Each member reviews and comments to their rules and regulations and then report back to the Director of Planning and Zoning. The committee does not review anything that is not permitted by law. If a citizen is asking for an exception or variance from the law, they must address the County Council and Board of Appeals for such exception. The committee is responsible to review the plan as it relates to development regulations. There are a number of regulations that relate to the issues discussed at the meeting; traffic, safety, environmental features, floodplains, wetlands and forestry, etc. The committee works with the developers and engineers, as well as community members/representatives, to try to come up with the best plan possible and ensure the criteria are met.

Mr. Davenport discussed Adequate Public Facilities and added that for twelve years development was stopped because Prospect Mill Elementary school was closed for capacity. There was no development activity. He added that even if the Probsts had wanted to develop, they were unable until the Red Pump School was constructed.

Ms. Peters asked how CCRC could move elsewhere and Eva Mar just become a housing development.

Mr. Davenport replied the use and development is the decision of the property owner.

Mr. Siltan thanked Mr. Davenport for his explanation. He added that even if the proposed project were to change to something much less dense, the same problems would still exist. In fact, many of the problems already exist.

Ms. Mirabelle added that she knew the Probsts personally. The property was the family farm of Ms. Probst which she inherited from her parents. She knew Ms. Probst was unable to put her farm into a preserve because of zoning. She asked how that was able to happen.

Mr. Davenport explained that the Agricultural Preservation is a very successful program in the County. There are over 50,000 acres that have been preserved. The program only allows preservation of property that is zoned AG and outside of the Development Envelope. The Probst property is inside the envelope and zoned Urban Residential. Ms. Probst had options through programs such as the Maryland Environmental Trust, the Maryland Historical Trust, or private land conservancy.

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Ms. Mirabelle was sad that Ms. Probst was not able to do what she wanted with her own land.

Mr. O'Brien added that the Zoning Code and the Land Use Plan are replete with comments about developments being harmonious and the current Land Use Plan shows this property as low density. He thought that should be a controlling consideration.

OAK GROVE BAPTIST CHURCH

Located on the northwest corner of Churchville Rd (Route 22) and Thomas Run Road. Tax Map 42; Parcel 360. Third Election District. Council District E. Planner Shane.

Plan No. S14-018 Construct 43,100 sf addition to church & increase school students to 330; 8.6823 acres; AG, RR & B2.

Received 02-28-14 Oak Grove Baptist Church; Total Construction Services, Inc.; KCW Engineering Technologies, Inc.

The consultant for KCW Engineering Technologies presented the site plan. The plan proposes construction of an addition and to remove one of the buildings from the site. Stormdrains will be added along the parking area. Several buildings on the site will remain but the building known as Educational Building #2 is obsolete and will be removed. The new building addition will then consist of two parts – a multipurpose, two story addition and narthex, one story addition. All the buildings will be connected. The student population will increase from 100 to 330 students. The septic areas will be expanded and provide treatment for septic effluent. Some of the existing site entrances will remain and some will be modified. There are no known wetlands or floodplains on the site.

Emergency Services – Robin Wales

Public safety wireless radio communications inside a building is essential to the safety of those occupying the structure as well as fire, law enforcement and emergency medical providers responding to a call for help. Buildings that are greater than 5,000 sf, higher than 50 ft, contain underground storage or parking and are constructed of materials that impede wireless radio signals may adversely affect the response of public safety providers. Please consider including wiring, electrical connections and other infrastructure that may be needed for an in-building 800 MHz amplifier. The Department of Emergency Services will test coverage in the facility once construction is finished. Call 410-638-4900 for this assistance.

Emergency Services must have a list of three emergency contacts for notification, response and securing purposes.

Volunteer Fire and E.M.S. – Bill Snyder

A paved access route is needed to the rear of the school building. For all new buildings or altered buildings with an automatic sprinkler system or a supervised automatic fire detection system, a Knox Box must be installed per NFPA 1, Part III, 3-6. They shall be keyed for the Bel Air Volunteer Fire Company: 410-638-4400.

Soil Conservation – Patrick Jones

An adequate sediment and erosion control plan needs to be approved before a grading permit can be issued. The sediment and erosion control plan must be integrated with the SWM strategy at the design phase. The new 2011 Maryland Standard and Specifications for Soil Erosion and Sediment Control must be utilized.

An NOI permit is required from MDE when a project disturbs more than 1 acre. Please contact MDE about the NOI permit process.

Health Department – Julie Mackert

This site will be serviced by a well and septic system. Satisfactory soil percolation tests were conducted on the site May 11, 1993 and May 2, 2006. The tests established an area for an initial on-site Sewage Disposal System (OSDS) and two future replacement systems based on the proposed use at that time.

Prior to site plan approval:

Based on the projected use of the School, Sanctuary and Assembly Hall with the proposed site plan, the Health Department has determined the peak flow will exceed 5,000 gallons per day (GPD). Systems of this size must meet large system requirements and may even need a Ground Water Discharge permit (GWDP). The design of the OSDS is contingent upon the large system guidelines. At this time, an initial and repair OSDS cannot be demonstrated. In the event the GWDP is required, this project may have to be listed in the Master Water and Sewer Plan.

The tenant must apply for a Notice of Exemption to Appropriate and Use Ground Water. Our office will forward an application that must be completed and returned to the Health Department, Division of Water Quality, for review.

The Health Department had previously recommended monitoring the water usage for the facility for future expansions and would like to request that information, if it has been collected at this time. This data will be used to compare the actual water usage that is currently being used to the proposed water usage for this project.

DPW – Engineering – Mike Rist

A sediment control plan and a grading permit will be required for the development of this site. Sediment controls are to be designed to the specifications as set forth in the Maryland Standards for Erosion and Sediment Control, latest edition.

Stormwater management must be provided in accordance with the 2000 Design Manual, as amended by Supplement 1.

A stormwater management concept plan has been submitted for review. Comments must be addressed on subsequent stormwater plan submittals.

The final stormwater management plan shall be approved prior to the issuance of a grading permit. A stormwater management permit is required prior to the issuance of a building permit.

Maintenance of the stormwater management facility (facilities) is (are) the responsibility of the lots owner(s).

A commercial access permit is required for the site entrances onto Prospect Mill Road. The entrance closest to MD 22 shall be configured as a right in only and signed accordingly.

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The westerly entrance shall be 35' wide with 25' minimum curb radii. Road widening may be required to accommodate the requirements of the TIA.

The entrances must be paved within the County right-of-way prior to issuance of any use and occupancy permits and provide adequate site distance for a 35 mph design speed.

All pavement striping and traffic control signs shall conform to the Manual on Uniform Traffic Control Devices and State Highway Administration Supplement.

A traffic impact analysis was submitted and comments are being forwarded to Planning and Zoning.

Sheriff's Office – Mark Logsdon

A security survey was conducted a few years ago for the site. There were several buildings using multiple addresses. Address numbering shall be confirmed for the new buildings on the site.

Parks and Recreation – Paul Magness

No comment.

Board of Education – Ariana Langford

No comment.

State Highway Administration – Rich Zeller

Access to the 230 student private school expansion and the 1,000 seat church expansion is proposed via one right-in only entrance and one full-movement site access to Prospect Mill Road and one right-in/left-in entrance and one full-movement site access to MD 22.

The study analyzed the following intersections under existing, background and future conditions. The report concludes that the study intersections will continue to operate at acceptable levels of service under future conditions, except for the MD 22 intersection with the full-movement site access.

Based on the information provided, please address the following comments in a point-by-point response.

The northbound approach (Shucks Road) of the MD 22 intersection with Thomas Run Road/Shucks Road is currently configured as having two approach lanes (one left-turn and one through/right-turn shared lane). The TIS analyzed this approach as having three approach lanes (one left-turn, one through and one right-turn) under the background and future conditions. There is no mention of this modified lane configuration in the TIS, except a note on Exhibit 2 (page 10). Please provide explanation for the lane configuration used under the background and future conditions or revise the analyses showing the current lane configuration.

The TIS concludes that the full-movement Western Site Access on MD 22 will operate at a level of service E during the school PM peak hour and a level of service C during other study periods. However, this does not take into account the time the intersection is blocked by the spillback queues from the Prospect Mill Road intersection (westbound approach). The proposed full-movement Western Site Access on MD 22 is approximately 160 feet to the east of the MD 22

intersection with Prospect Mill Road (measured from the stop line for through movement). Analyses at the MD 22 intersection with Prospect Mill Road for the westbound through movement show a 95th percentile queue length of approximately 160 feet during the PM peak hour. The developer is proposing to consolidate the current left and right turn lanes and introduce an eastbound left turn lane at the Western Site Access. Based on the queuing analysis results, the combination of westbound through queue lengths and the proposed lane configuration at the Site Access would interfere with the outbound movement from the site, as well as the eastbound left turn movement into the site driveway. Please revisit the proposed lane configuration at this access point and evaluate the access configuration/trip distribution based on the queue blockages from the through movements, especially during the weekday school PM peak hour.

The queuing analysis results presented on page 34 of the TIS show capacity deficiencies along the southbound approach (left turn) of the MD 22 intersection with Prospect Mill Road during the AM, PM and Sunday analysis periods under the background and future condition scenarios. In fact, queuing along Prospect Mill Road southbound left turn lane would block the through movements, thus increasing the queue length and preventing outbound movements from the proposed northern site access point along Prospect Mill Road (175 feet to the north of the intersection). There is no mitigation measure or explanation provided to address these deficiencies. Please provide mitigation measures to address the queuing and blockage deficiencies at this location.

The queuing analysis results presented on page 34 of the TIS show capacity deficiencies along the southbound approach (left turn) of the MD 22 intersection with Thomas Run Road during the AM, PM and Sunday analysis periods under the background and future condition scenarios, except for background Sunday period. Harford Community College analysis results also confirm that the 95th percentile queuing for the right turn movement along the southbound approach is approximately 385, 435 and 485 feet during the AM, PM and Sunday peak hours, respectively. Proposed site access along Thomas Run Road is approximately 250 feet to the north of the intersection, and the access points to John Archer School and Harford Community College are located approximately 230 and 350 feet to the north of the intersection. The queuing caused by the demand for right turn movement would block the proposed site access point along Thomas Run Road, as well as the access points to John Archer School and Harford Community College ninety-five percent of the time during the AM, PM and Sunday peak hours under the future conditions. It is important to note that in the analyses, the southbound right turn lane of the MD 22 intersection with Thomas Run Road/Shucks Road is analyzed as “free right”, whereas this movement is not a free-flowing right turn movement. The analysis results for the 95th percentile queue length for this movement would be longer than presented in the TIS, if the correct configuration is applied. Please revise the analyses to reflect the correct lane configuration, and provide mitigation measures to address the queuing and blockage deficiencies at this location.

The blockage of site access points by downstream intersection queue spillback could have an impact on the validity of assumed distribution of inbound and outbound trips. The aforementioned queuing and blocking issues need to be addressed by either providing an access management program where certain access points would be closed and the site-generated trips would be distributed to the access points that would not be blocked, or by provision of mitigation measures that would address the queuing deficiencies.

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The site is located within the limits of an SHA project along MD 22 (HA341A21). Please contact the SHA project manager, Ms. Nafiseh O'Connell, at 410-545-8896 or by email at noconnell@sha.state.md.us for project coordination.

An improvement project is shown in the SHA's Highway Needs Inventory (HNI) for widening MD 22 to a four-lane open roadway section from MD 543 to I-95. MD 22 is included in the County's latest priority letter, however funding for the project has not been identified. If the project were to move forward, there may be impacts to the subject property.

Any improvements within the SHA right of way must include bicycle and pedestrian accommodations consistent with SHA policies, standards and practices.

The SHA will require the submission of six hard copies and one electronic revised traffic impact study and point-by-point response. Please send this information to the SHA Access Management Division addressed to Mr. Steven D. Foster to the attention of Mr. Eric Waltman and reference the SHA Tracking Number on the submission.

Department of Planning and Zoning – Shane Grimm

A copy of the agreement for the shared parking with the John Archer School shall be provided to the Department of Planning and Zoning prior to Site Plan approval.

A total of 3 parking spaces along MD Route 22 must be removed since they do not meet the minimum 10-foot setback for parking along an arterial road. The parking space closest to Thomas Run Road shall also be removed.

A Type 'E' buffer is required between the RR/Rural Residential District portion of the property and the adjacent school property which is zoned AG/Agricultural District. The proposed playground may not be located within the required buffer. Additional landscaping shall also be provided adjacent to the parking area adjacent to Thomas Run Road. The landscaping plan must be revised to incorporate the required buffer and parking lot perimeter landscaping.

The plan proposes 1.3 acres of afforestation at an offsite location. The proposed location is not acceptable since it is not within the same watershed. An acceptable location must be found within the same watershed and an offsite afforestation plan must be submitted and approved prior to site plan approval.

This property is located within two Water Source Protection District (WSPD) areas. Both areas are designated as nontransient noncommunity water systems (John Archer School and the Oak Grove Baptist Church). Two new wells are being proposed for this site. The well that is located south of the proposed building does not comply the WSPD regulations under the Impervious Surface requirements detailed under Section F (2). Please contact Matt Kropp of the Department of Planning and Zoning to discuss the WSPD requirements.

The Traffic Impact Analysis (TIA) is currently under review. Comments will be forwarded to the traffic consultant upon completion of the review.

The Site Plan cannot be approved until the Stormwater Management Concept Plan has been approved.

All one way drive aisles shall be marked with appropriate signage.

Comments were invited from the public.

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Mr. Onorato pointed out that the traffic from this project will be interrelated with the Eva Mar project. The additional 230 students mean 230 more cars at the am and pm peak times traveling through the same roads impacted by the Eva Mar project. He was concerned that backed up traffic would use shortcuts through the existing neighborhoods to avoid Route 22. He asked the committee to consider this project as interrelated with the Eva Mar.

Mr. Montanary repeated the concerns of Mr. Onorato and stressed that the overall picture be considered.

Meeting adjourned at 11:40 a.m.